

# Hongkong Daily Press.

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V.S.O.P. ....	51
V.V.S.O.P. ....	93

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# **A. S. WATSON & CO.,** LIMITED WINE AND SPIRIT MERCHANTS.

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B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	Per doz. For bot.	\$12.00	\$1.00
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	Per doz. For bot.	13.50	1.20
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## **MADEIRA.**

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# **A. S. WATSON & CO.** LIMITED, THE HONGKONG DISPENSARY.

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sent to the Editor, and not to the Manager.  
Letters for publication should be sent to the  
Editor, and not to the Manager.  
P.O. Box 36. Telephone No. 12.

**BIRTH.**  
On the 20th June, at Dunedin, Barker Road, the  
wife of ALEX. MACKENZIE, of a daughter. [1783]  
**DEATHS.**  
On the 8th June, at Pasadena, California, Lulu  
Boyd, wife of the Rev. W. P. CHALMERS, formerly  
of Ichou, China.  
On the 16th June, at 151, Babbington Road,  
Shanghai, ANNE H. L., youngest son of the late  
Dr. R. A. JAMISON, aged 22 years.  
On the 18th June, in England, EVELYN, wife of  
W. LEONARD THOMPSON, British and Foreign  
Bible Society, Shanghai.

## **The Daily Press.**

HONGKONG OFFICE: 14, DES VUEX ROAD (CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 22nd June, 1903.

Our Shanghai contemporary the N.C. Daily News, in a short editorial article in its issue of the 18th instant, states that Japan and Russia have come to terms. "The visit of General KUROPATKIN to Tokyo," which had no political significance," the Daily News says, "has resulted in the signature of a protocol, the terms of which will be found in our Kobe correspondent's telegram. Russia keeps Manchuria and Japan has her eminent rights in Korea acknowledged. The two ports in Manchuria for which Japan and the United States asked are to be opened to the trade of the world, and China remains the negligible quantity." The telegram referred to is dated Kobe, 17th June, and is to the following effect:- "General KUROPATKIN is here. The Japanese Press announces that a protocol has been signed at Tokyo, recognising the supremacy of Japanese rights in Korea. Russia opens Moukden, Inkao, and Tatumkoun to the trade of the world, and admits the residence there of Japanese Consuls and a limited number of merchants. General KUROPATKIN is at the Oriental Hotel, where he is carefully guarded by numerous gendarmes." Confirmation of this statement will be anxiously awaited. Even were the reported terms

discovered to be the basis of an agreement between Japan and Russia, it could not be held that the Manchurian question has been finally settled. There is a certain appearance of probability that Russia has made an offer to Japan on the lines above described. But there are many interests concerned in Manchuria beside those of Japan, and these are but slightly affected by the rumoured agreement between Japan and Russia.

We wrote some time ago mentioning the interest which was felt, in all places afflicted with visitations of plague, in the great scheme of the Punjab Government for inoculating something like 10 millions of people against plague during the months September-January last. The inoculation was to be entirely voluntary, and the whole medical staff of the Punjab, assisted by five members of the Indian Medical Service from other parts of India and by thirty-seven medical officers specially brought out from England, was to be concentrated on the work. The estimated cost of the scheme (which was devised by Sir CHARLES RIVAZ, a thorough supporter of the theory that inoculation is the one measure against plague) was between eight and nine lakhs of rupees. As is well known now, this gigantic undertaking was commenced in most favourable circumstances, considering the difficulties of the task, and went successfully until seven months ago, when a great catastrophe occurred which doomed the scheme entirely. The Allahabad Pioneer in a recent issue describes how the campaign was so ably directed and so carefully supervised that during the first three weeks, that is, from the middle of October onward, nearly 200,000 people were inoculated, and, moreover, the figures were swelling in volume daily. Then, on the 9th November, came the regrettable and still unexplained accident at Milkwall, and from that time the inoculation campaign was virtually at an end. It is true, our contemporary says, that during the six months which have since elapsed, about 300,000 more inoculations were still performed, but this is less than would have been done in a month at the rate of starting, and the whole achievement represents only about four per cent. of the originally contemplated total. And the most painful sequel is that the provincial plague mortality in the Punjab during six months has been even the record of the season 1901-02. It cannot be said whether there will ever be an explanation forthcoming of the cause of the Milkwall accident—when the contamination of the inoculating fluid by some ingredient which should not have been there caused the death of so many patients and ruined the whole scheme of prophylaxis. As matters stand, only one comforting fact seems to have been elicited, and that is that, whereas the proportion of deaths to cases among the inoculated in the Punjab was only 25 per cent., among the non-inoculated it was 60 per cent. What the incidence of plague cases to total population is among the two classes respectively has not yet been ascertained, the Pioneer says, but the information should certainly be worth the pains of gathering it. It is with the utmost regret that all who are interested in the task of combating this most terrible scourge of plague must see the failure of the greatest scheme so far ventured on to check its ravages.

H.M. sloop *Epigale* arrived on Saturday from Shanghai and Amoy.

The s.s. *Chukong* (Captain Mason) will leave Hongkong for Macao on an excursion trip every Sunday at 8.30 a.m., returning at 5.30 p.m.

It is notified in the *Gazette* that Mr. T. Skinner has returned to the Colony and resumed duties as surveyor of unlicensed steamships.

A scheme of tramways, to be established after the completion of the Hongkong lines, is said to be the next step to be expected in the development of Kowloon.

The walking boom which has prevailed in England since the Stock Exchange set the fashion is likely to "catch on" in Hongkong. A V.R.C. walk is talked about. The suggested goal is Bay View.

The Criminal Sessions will be continued to-day at 10 a.m.; the only case down for disposal is a charge against a Chinese under the Women and Children's Protection Ordinance. Mr. Justice Wise will preside.

A correspondent desires to draw the attention of the "Star" Ferry Co. directors to the fact that while a single journey of about a mile across to Kowloon costs 15 cents, one can travel by launch to Aberdeen, about eight miles, for 10 cents!

The plague return issued on Saturday showed that six cases had occurred during the 24 hours ended at noon of that day. All the cases were Chinese. Five were fatal. The sixth was from the coolie quarters at the Government Lunatic Asylum. Four dead bodies were found. Yesterday it was reported that P.C. 94 Clemson had been certified to be suffering from plague. He had been in the Civil Hospital about a week.

We have received a letter signed D.B.I., the writer of which has omitted to send his actual name.

The price of the s.s. *Duke of Fife*, recently sold in Japan, is reported to be 150,000 yen. She is to be renamed the *Isakushima Maru*.

The much-lauded Black List authorized by the new Licensing Act at home turns out to be a failure, as the consent of the offender must be obtained before his or her name is "listed." Tapers are jubilant.

The *Shanghai Times* has a Peking despatch which states that the Russians have laid a great number of mines and torpedoes on the coast-line in the vicinity of Kinkow. Harbin itself has at present a garrison consisting of 70,000 men, including infantry, artillery, and cavalry.

Rear-Admiral Kamikura writes to Japan that the Japanese Training Squadron has had a most cordial reception in the Australian ports it has visited. Admiral Baron Yamamoto, Minister of the Navy, has wired to the Governor-General of Australia his sincere thanks for the cordial treatment accorded to the officers and men of the Squadron.

A boy at the Astor House hotel in Shanghai was last week by order of the Mixed Court given seven days' caning outside the hotel for altering a bill from 20 cents to \$2 and appropriating \$3 in cash. It was complained that extensive thieving prevailed and an exemplary sentence was asked for. A row of "cangued" boys would make a picturesque addition to any hotel front.

A remarkable project is to be put into operation at Tacoma this summer. The scheme is to freeze fish alive, to ship them to eastern markets, and then by thawing them to restore them to life. The idea is based upon an act of nature on some of the rivers and lakes in Alaska. These bodies of water freeze solid from surface to bottom during the winter; the ice is filled with fish, which return to life in the summer.

The United States International Exchange Commission sailed from New York on the 19th ult. by the North German Lloyd liner *Wilhelm der Grosse* on its visit to the capitals of Europe. Mr. Hanna, a member of the Commission, said that it was instructed to seek a monetary arrangement which would put an end to the fluctuations in the exchange between gold and silver standard countries. Mr. Enrique C. Cuel, Chairman of the Mexican Exchange Commission, sailed by the same vessel.

Mr. H. C. Payne, Postmaster-General at Washington, has written a despatch to the Shanghai U.S. Postal Agency which makes the U.S. domestic postage rates and conditions applicable to articles passing to and from the United States and the Shanghai agency. All letters to the United States, Honolulu and the Philippines previously cost five cents gold per half-ounce, now the rate is ordered to be only two cents gold, "whether addressed for delivery at any place in the United States or its island possessions, addressed for delivery in Shanghai or in the cities of China served by the U.S. Postal Agency at Shanghai." This concession practically places the agency in Shanghai upon a similar footing to that of the United States.

The Tientsin correspondent of the N.C. Daily News writes:—While improvements are going on in all the concessions, in none are they so manifest as in the Japanese concession. They have done and are doing an immense amount of filling, and so making healthy conditions over acres of what were recently standing pools of stagnant water, some of them eight and ten feet deep, which filled the air with vile smells and were a continual menace to health. Extensive building operations are also in progress, all of which gives one the idea of business prosperity as he passes through this concession. They have a hospital, and a church of about 20 members organized in the middle of March (15th) by two delegates sent over by the Missionary Society of one of the churches to look up the Japanese Christians in China; and now a young man has been sent as Pastor, and also to study the Chinese language with reference to doing missionary work among the Chinese as well. Active steps are being taken for the erection of a church building, and it will be no matter of surprise if it is ready for use the coming winter.

A Globe correspondent writes under date St. Petersburg, May 17:—Manchuria, especially in its southern districts, is in the throes of a veritable "gold fever," and "undesirable aliens" continue to arrive in shoals. The difficulty of the position is increased by the fact that nobody seems to know who is really master of Manchuria, that is, whether it is Russia or China; and it is feared that serious disorders might arise if any attempts were made to drive out of Manchuria by force the Europeans and Americans, who are attracted by the glowing reports which have been spread abroad concerning the rich deposits of gold to be met with in Manchuria. A Russian journal published at Dally says that some years ago a number of gold-miners founded on their own account a little republic in Manchuria, and that they took not the slightest notice of the local Mandarins until the latter were compelled to use strong measures against them. It can well be understood that the perpetual arrival of this undesirable element is totally opposed to Russia's projects, and it is quite likely that Russia will seize upon the gold fever as a plausible pretext for justifying a further and, in fact, actual occupation of Manchuria.

## **TELEGRAMS.**

### **REUTER'S SERVICE.** **THE GERMAN ELECTIONS.**

LONDON, 18th June.  
Apart from the large Socialist gains from the Radicals, the balance of parties in the Reichstag is but little changed.

### **THE SOMALILAND EXPEDITION.**

LONDON, 18th June.  
The situation in Somaliland is causing uneasiness; the difficulties of transport are increasing and the communications of Berbera and Boctale are threatened. Three companies of the Hampshire and three hundred native troops have been ordered to Somaliland from Aden.

LATER.  
Mr. St. John Brodrick in the House of Commons said that General Manning had not been heard of for two or three weeks, and he presumed that he and Col. Cobbe had united their forces.

### **EXPLOSION AT WOOLWICH.**

LONDON, 18th June.  
An explosion of a lyddite shell at Woolwich Arsenal has killed 17 and injured 16 men.

LATER.  
Mr. St. John Brodrick has received a telegram from the French Minister for War expressing condolence for the Wolwich catastrophe, in the name of the French Army.

### **SIR ERNEST SATOW.**

LONDON, 18th June.  
Sir Ernest Satow has started for China.

### **SERBIA—PANIC AMONG THE SCAPEGOATS.**

LONDON, 18th June.  
Mr. Balfour said in the House that the Government had considered whether they would mark their repudiation of the disgraceful crime at Belgrade by withdrawing their representative, but had decided that the Minister shall remain at present to watch events, and not be accredited until further information had been received of the circumstances under which the new Government had come into power.

LATER.  
Italy, Germany and France have taken up an attitude similar to England at Belgrade.

The Russian Court will go into mourning for twenty-four days for the late King and Queen of Serbia.

LATER.  
An official communiqué from St. Petersburg recognises King [Peter] Karageorgievitch, but declares it incumbent on him to punish the assassins. This has caused consternation in Belgrade, where the regicides are the heroes of the hour.

### **THE TRANSVAAL.**

LONDON, 19th June.  
During a debate on "The Pretensions of the Transvaal" in the Transvaal Council, Sir Richard Solomon, the Attorney-General, declared that the diamond mines recently discovered in the Transvaal were larger and richer than any in South Africa. Sir Richard Solomon is an old Kimberley man and a diamond expert.

### **CHINESE LABOUR FOR THE RAND.**

In view of the possible admission of Chinese labour into South Africa it is on the boards that a syndicate is taking tentative measures for the establishment of an emigration bureau in Hongkong. We notice from a San Francisco despatch to London that between 2,000 and 3,000 Chinese have been engaged through the six well-known Chinese masters of that city, and will be sent to the Cape without delay for work on the Rand. It is stated that the special conditions under which the Chinese have been engaged are that they shall live separate from the other workmen, and shall be worked in gangs in different parts of the mines from the natives.

### **MUSIC ON THE PARADE GROUND.**

The following is the programme of music to be played by the band of the 33rd Burma Infantry, on the New Parade Ground to-day, from 5 to 6.30 p.m.:-

PROGRAMME.  
March....."March Romantique".....Gounod  
Entr'acte....."La Lettre de Manon".....Gillet  
Selection....."Three Little Maids".....Rubens  
Dance....."Haugvarian".....Brahms  
Selection....."A Princess of Kensington".....Ed. German  
Valse....."Parfums d'Illyrie".....Berger

P.I.P.E. PROGRAMME.  
March....."Corn Rigs".....  
March....."The Cameron Men".....  
March....."The Sweet Maid of Glendarnall".....  
March....."The Burning of the Piper's Hut".....  
Strathspey....."Monymusk".....  
Reel....."Lord James Murray's".....  
March....."The Green Hills of Tyrol".....  
March....."God Save the King".....

### **WEATHER REPORT.**

The Hongkong Observatory on Saturday issued the following report:-  
The barometer has risen on the China coast, fallen over Japan.  
The shallow depression is moving NE. to the E. of the Loochoos.  
Pressure is again near the normal along the China coast, and gradients are light, mainly for SE. winds.  
Moderate S. monsoon over the N. part of the China Sea.  
Forecast:-Moderate SE. winds; thunder-showers.

## **THE BUILDING OF THE NEW TRAMWAYS.**

Though the inclement weather that has prevailed during the past few days does not conduce to rapidity of progress in the laying of the Colony's tram-lines in preparation, for the advent of the electric car, for the rain puts a stop to labour, the work is making great strides and already sections of the lines have been completed—one, for instance, from Murray Barracks to Wellington Barracks, and another at Happy Valley. The rails are laid in a concrete bed, the durability of which may serve as an object lesson to the Public Works Department that there really are some kinds of material which, when used in the construction of roads, do not suffer from the destructive action of the narrow-rimmed ricksha-wheel and the heavy rains of a tropical summer. The lines have a gauge of three feet six inches, and when finished will run from east to west of the city mostly by way of the water-front. This will be the main line; a branch line will run up from Praya East to the Happy Valley. The cars, of which 26 will constitute the first complement—10 for Europeans and 16 for Chinese—will have no accommodation on top, although the plan of having seats on the roof has never met with objection at home and is one that might have been adopted with advantage in the case of cars destined for use in a hot climate such as that of Hongkong. They will be appropriately fitted up inside and have plenty of ventilation; sun-blinds, of course, will be provided. The generating station, carsheds, and offices will be situated at Bowlington, Praya East, where operations on the site have already commenced. The machinery will be of modern type, and be under the care of qualified European engineers. The work generally is proceeding satisfactorily, and it is anticipated that in less than a year's time the whole of the line will be in working order. The section running to Happy Valley will, it is hoped, be ready in time for the Races next year.

## **CANTON NOTES.**

[FROM OUR CORRESPONDENT.]  
Canton, 20th June.

### **THE NEW VICEROY.**

Yesterday the 18th His Excellency the Viceroy Shun Chan-lin arrived at Canton and at 6 a.m. landed at the government wharf among a great multitude of civilians and officials, civil and military. A guard of honour was posted there to salute His Excellency. Accompanied by the officials he went into a temporary mansion to partake of tea and cakes, and thence to the Viceroy's yamen, where he was received by the late Acting Viceroy Tak Sow, who handed over to him the seal of office. In the afternoon His Excellency made official calls upon all the high officials, Tak Sow, the provincial governor Li Hing-yui, the Tartar General Sow Lov, and others. On the way to the Kwangchow prefecture a certain person went up to his chair and presented a petition, which turned out to be about a matter of debt. After the official calls His Excellency went to stay in the Canton College for the time being.

### **RE. TAK SOW.**

As regards His Excellency Tak Sow, the late Acting Viceroy, a word or two may be said. He is a very good and conscientious sort of an official, very mild and polite, but hardly fit for official business. He is weak and too old. During his tenure of office the official business was mostly done by his secretaries and writers. He is now awaiting the steamship *Kwang Li* to take him to Shanghai, and thence to Peking to be a Viceroy of Chow Tak, where he will have nothing to do but say prayers and see about the transport of rice to Peking.

### **HONGKONG LEGISLATIVE COUNCIL.**

A meeting of the Council will be held to-day at 3 p.m.

### **BUSINESS.**

1. Financial Minutes. (Nos. 14 to 23).  
2. Report of the Finance Committee. (No. 3).  
3. Report of the Public Works Committee. (No. 1).  
4. Resolution:—Resolved that the percentage on the valuation of tenements, payable as rates, in the village of Mong-kok-tai be altered from 10% to 12% per cent.

### **ORDER OF THE DAY.**

First reading of a bill entitled An Ordinance to amend The New Territories Rent Recovery Ordinance.  
First reading of a bill entitled An Ordinance to amend The Holidays Ordinance, 1875 (No. 6 of 1875).  
First reading of a Bill entitled An Ordinance to give effect to an Order in Council made by His Majesty the King on the 12th day of March, 1903, relating to the Marriages of British Subjects in Foreign Countries.

First reading of a Bill entitled An Ordinance to authorise and regulate the establishment and use of installations for the purpose of Wireless Telegraphy.

First reading of a Bill entitled An Ordinance to amend The Malay States (Fugitive Criminals) Surrender Ordinance, 1903.

Second reading of the Bill entitled An Ordinance to provide for the more effectual prevention of frauds on owners and charterers of ships by stowaways, their aiders and abettors.

R. F. JOHNSON,  
Acting Clerk of Council.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

## **THE LATE MR. RHODERICK CAMPBELL.**

An inquest was held at the General Hospital, Shanghai, on the 17th inst., before Mr. T. C. E. Douglas, Coroner, on the body of the late Mr. Rhoderick Campbell, when the following evidence was taken:-

Neil Macleod—I am a medical practitioner. I identify the body just seen as that of R. M. Campbell. To-day about noon I was summoned on the telephone by one of the sisters to the Hospital. When I arrived I found Mr. Campbell in articulo mortis on an ambulance within the hospital. He died within a minute of my arrival. Death was evidently due to a head injury. There was a penetrating bleeding wound on the side of the head above the right ear, and on the opposite side under the scalp could be felt what is probably a bullet. Sister Louise handed me a paper which she stated was found in Mr. Campbell's hand. The paper was in Mr. Campbell's handwriting and read: "Get Dr. Macleod if you can at once. Tell him and ask him to go out to my house. If you telephone to my house, No. 292, only say I have met with an accident, but try and get Dr. Macleod to go out first. Don't telephone if you can help it. I don't want the news to 'burst' on them.—R. M. C."

David Anderson—I am a leading student, 2nd class, on H.M.S. *Alacrity*. I am at present a patient in this Hospital. About twelve o'clock to-day, I was standing inside the courtyard at the head of the path, facing the gateway, when I heard the report of a shot and looking out at the gate I saw a little smoke and a gentleman falling. I made a rush towards him and found him bleeding at the head. A note was found just by his hand by the side of the revolver, which was on the ground. The note and pistol are those produced. I picked up the revolver and hat and laid it under the trees, standing by so that no one could touch it. I summoned the nurses.

Frederick Anderson—I was well acquainted with the deceased and had business dealings with him in this town. I received a letter from him in his handwriting at about 12.5 this morning. On receipt of that I came at once to the General Hospital. The letter is purely about his business affairs and gives no adequate reason for what he has done.

A juror: If the letter does not express Mr. Campbell's intention, why did Mr. Anderson come here?

The Coroner: Because it contains other matter. It is the way the letter is expressed. It won't help you to any other conclusion than that which I think you cannot help coming to. You have heard all the evidence which I, as Coroner for this district, propose to call, relative to this matter. I think the matter is as plain as it can be and it is your duty to return a verdict of suicide. I leave it to you to express any opinion as to the state of deceased's mind, always having regard to the fact that it is the opinion of most people qualified to know that the act of self-destruction is always the act of an insane man. The jury returned a verdict that deceased committed suicide while temporarily insane.

## **POLICE COURT.**

Saturday, 20th June.

### **BROKE MR. F. A. HAZELAND (POLICE MAGISTRATE).**

### **ASSAULT ON BOARD SHIP.**

William MacDonald and Patrick Joseph Molin, seamen on the s.s. *Empress of India*, were charged with assaulting Albert Rowcliffe, the boatswain, at Kowloon Docks, on the 19th inst. They pleaded not guilty.

The complainant's evidence showed that the assault occurred on board the steamer whilst she was dry-docked at Hungghong. He told the second defendant to get about his work and not lie there smoking, and the defendant replied by advising the complainant to clear out of it. The latter repeated his order, and was struck in the face. On going on deck he met the first defendant and was also assaulted by him.

Each prisoner asserted that he had been first struck by the complainant. MacDonald was discharged with a caution and Molin was fined \$5 or 14 days' hard labour. He paid the fine.

### **BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).**

### **DRIVING A POLICE SERGEANT.**

Mok Tang, accountant, 67, Cheung Chan, was charged with attempting to bribe Police-Sergeant Sim at Cheung Chan on the 19th inst. by the offer of one ham, twelve fowls, six bottles of beer, two bottles of whisky, and one basket of fruit. The accusation was denied.

Sergeant Sim, who is in charge of the station at Cheung Chan, deposed that on the afternoon of the 19th inst. the defendant came to the station with a basket containing the articles mentioned. Through the sergeant-interpreter he informed the complainant that they were a present from his master, who, Sergeant Sim told the Court, had already been fined on his complaint for creating a nuisance in connection with a drain which was still unrepaid. The "onus" was taken from the defendant, and, after communicating with the Captain Superintendent of Police, Sergeant Sim instituted proceedings against him.

The defendant stated that the contractor engaged to repair the drain was too busy to attend to it at once, and he (the defendant) was sent by his master to ask Sergeant Sim to overlook the delay. The ham, fowls, etc., happened to be packed in the basket, having just arrived from the master's son, and the defendant was told to take them along and give them to Sergeant Sim. It had been the custom, before the New Territory was taken over by the British authorities, to send such presents to the Chinese mandarin in charge of the district, and the defendant was not aware that the law was different now from that. He was fined \$50, or two months' hard labour.



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H.M.S. "EUROPA'S" SPEED  
TRIALS.

On the 2nd inst. H.M.S. Europa (Capt. R. M. Ommann) reached Colombo, with about 750 officers and men aboard, including the old crews of H.M.S. Rosario, Waterwitch, Phoenix and Algerine and drafts generally from the reserve on this station and from torpedo boats and destroyers. She was on her journey back to Portsmouth, which she hoped to reach on the 3rd prox. The Admiralty ordered the Europa to carry out a series of trials similar to those successfully accomplished by the Sparitide, that is from Hongkong to Singapore and from Singapore to Colombo. The Times of Ceylon gives the following account:—She commenced a forty hours' trial at full power from Hongkong, but it had to be given up on account of the hot bearings, and also to the fact that there was a new and strange crew on board. She ceased up, and they dog out and got things right, but the full power trial was not resumed, and it was thought advisable to do the forty hours at three-fifths power—that is, 9,000 horse-power, or eighteen knots. This was successfully accomplished, the coal consumption being 2.4 per i. h. p. On reaching Singapore the Europa took in 700 tons of coal, and stayed two days. On resuming the voyage to Colombo the sixty hours' trial began. Eight hours were run at 16,300 horse-power, which gives a speed on paper of 20 knots (the highest speed accomplished by the Sparitide was 20.3 knots for the same length of time); fifty-two hours at three-fifths power, or a speed of 18 knots; and the journey was completed at 13.8 knots per hour, the whole journey from Singapore to Colombo occupying 104 hours. The coal consumption on the eight hours' trial was 2.3 per i. h. p., and 2.5 on the 52 hours' trial. Again there has to be recorded the creditable fact that not a single man fell out. They had all worked admirably. "Of course," our representative was informed, "we find it a tremendous strain. In fact, these trials ought never to take place in the tropics."

As regards the engines and boilers, there were absolutely no defects in the sixty hours' run. The excessive loss of water, which is supposed to be inherent in the Belleville boilers, has been noticeable by its absence. In fact the Europa is better for water than the Sparitide, which on the outward voyage used 24 tons a day, against 20 tons used by the Europa. On the whole, therefore, the trials have proved eminently satisfactory. "When the trial was finished yesterday, the Captain fell in everybody, and in the course of a very complimentary speech, congratulated officers and men on the manner in which they had worked." The Europa would have reached Colombo earlier than she did had she not met with monsoon weather. For the last 90 miles of the journey the wind blew fairly strong against her.

It is not generally known, says our Ceylon contemporary, that H.M.S. Sparitide had a lunatic on board. At Singapore or Hongkong—the writer forgets which (Singapore presumably; it was not Hongkong)—an European police man had suddenly gone mad and committed several murders. He was looked up as a most dangerous individual, and attempts had been made to ship him on one and all of the passenger boats for England, but no inducement would cause the ships' captains to take the risk. Therefore the unpleasant duty devolved upon H.M.S. Sparitide. Obviously the responsibility was not regarded with much favour, but the order was peremptory and there was no alternative. With their usual readiness, the handy-men improvised a padded room by sewing gunny-bags of cotton together and padding the walls of a spare room with them. Alas! after all these elaborate precautions and when the medical authorities had approved of the padded cell, the lunatic was gingerly carried aboard, but, instead of a raging maniac, foaming at the mouth and so on, behold a quiet, tractable Englishman, white-faced from a quiet, tractable Englishman, white-faced from long confinement, but absolutely quiet and harmless! That he was mad, however, admitted of no doubt, for when, on one occasion, his hair was being cut, he picked up each particular hair and placed it in his pocket!

Attention is called in Science Giffings to a theory of Stanislaus Stange, the librettist, that the music which most influences us is the music that beats—literally beats—to the cadences of the heart. In other words, in playing music of this kind, the conductor's baton, keeping time to the beating of the human heart, If the orchestra should stop playing for a moment and the conductor stop playing for a moment still swinging his baton, he would be indicating the rhythm of their beating hearts as accurately as if he heard them.



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## CORRESPONDENCE.

## PLAGUE AND THE USE OF SALT.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 20th June.  
Sir,—I find a very interesting paragraph in your "Scientific Miscellany" of 19th inst. During the first of the plague epidemic here, in 1894, I had the question frequently put to me by Chinese friends, "Mr. Smith, why do not Europeans get attacked by plague?" To which my reply invariably was, "Because they use salt when eating their meals!" This was a conclusion arrived at by me, as the large proportion of cholera contained in salt acted internally as a disinfectant.

Your paragraph above named, which says, "Capt. Ross, a young medical officer in India, has found that a certain bacteria attending a malignant disease develops only when the natural chlorine of the body falls below normal," seems to go far to confirm the conclusion I arrived at in 1894, although, strange to say, it is the first statement I have seen in print on the subject.

I now think it is worthy of much consideration and study, in the direction of proving whether there is anything in my "salt" theory, about plague. It is notorious that, in the East, native food tastes unwholesome and insipid for want of salt seasoning, as any one who has been bold enough to partake of a Chinese feast can testify.—Yours, etc.,

J. GRANT SMITH.

## CONQUERED SCOTLAND!

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 20th June.  
Sir,—Being a Scotsman, I was amazed to read the following passage in the London letter of the China Mail this evening:—

"England has never sought to crush out of a conquered or annexed country the individual characteristics of its people, and to merge it into one great race of absolute similarity, as has been so unsuccessfully tried by France, Germany, and Spain, and in this she has shown true wisdom, especially exemplified in the case of Scotland, which has retained all the old chivalry, hardness and pluck which made them such dreaded foes in the long ago."

When, in the name of wonder, was Scotland conquered and annexed? When the Scottish James VI assumed the British Crown?

For pure unblushing effrontery and woful ignorance displayed, this pronouncement of the Mail's letter-writer is unbeatable. It is enough to arouse the choler of the most apathetic Scot—if there be such a thing as an apathetic Scot; and for the effect it would have on such perfervid patriots as the Rev. Jacob Primmer and Mr. Theodore Napier—well, the white-hot of their wrath were sufficient to set the heather in a blaze from John o' Groats to the Mull o' Galloway. And so we owe it to the English that they have not yet crushed out of our national characteristics! The man who can write such trash is not well-enough informed to qualify for a Third Standard certificate, his ignorance of history is as obvious as his bumptious impertinence is glaring, and he apparently adjudges the intellectual calibre of his readers to be of the lowest. At home such "gag" as he has written would be laughed at; but here in Hongkong there are people of all nationalities who in ignorance may take his word for gospel, and it is with a view to prevent such a thing happening that I trouble you with this letter.—Yours, etc.,

AN UNSPEAKABLE SCOT.

## RECORD BIG-GUN SHOOTING.

"Straight Shooting" writes to the Daily Express as follows:—

"With regard to the great interest in the heavy gun prize-bring which is carried out in H.M. Navy, I send you the extraordinary results made from the 12in. Mark VIII guns mounted in barbettes, which were accomplished by the two captains of turrets in H.M.S. Goliath:—  
Ship steaming twelve knots.  
Range, 1750 yards to 1,400.  
Time allowance, 3mins. run for each captain of turret.

W. Dollar, C.G.I., of the after barrette—Seven rounds, six hits on target.  
G. Richardson, P.O.G.I. from fore barrette—Six rounds, six hits on target, in 2mins. 32secs.

"I think that for captains of turrets, shooting with these guns in the Navy—viz., thirteen rounds, twelve hits, in 5mins. 32 secs.—this is at the present a record not likely to be beaten considering that the gun cannot be loaded under 30secs."

"I may mention that the guns in the barbettes, which are mounted in pairs, were both used on the run, firing alternately, or, as it is termed in the service, independent firing, right gun commencing."

## LATEST STEAMER MOVEMENTS.

The A. L. steamer Vindobana left Moji for this port on the 20th inst.  
The Imperial German mail steamer Boon left Shanghai on the 20th inst., at 3 a.m., for this port via Fookow.

The Imperial German mail steamer Hamburg left Singapore on the 20th inst., at noon, and may be expected here on the 24th inst.

The "Ben" Line steamer Bearded, from Leith and London, left Singapore on the 19th inst. for this port.

The steamer Zeyra left Manila on the 20th inst., a.m., and is due here to-day, at noon.

The T.K.M. steamer Bohillo Maru left Manila on the 20th inst., p.m., and is expected here to-day, at about 6 p.m.

The O.S.S. steamer Stentor, from Glasgow and Liverpool, left Singapore on the 19th inst., a.m., and is due here on the 24th inst.

HONGKONG'S HEALTH AND  
SANITARY CONDITION  
IN 1902.

From the report of the Hon. Dr. J. M. Atkinson, Principal Civil Medical Officer, on the Health and Sanitary Condition of Hongkong in 1902 we make the following extracts:—

## POPULATION.

The estimated population of the Colony for 1902 was 311,324. There were 1,200 births and 6,783 deaths; of the latter 582 were from plague. The birth-rate was 3.8 per 1,000 as compared with 3.6 per 1,000 in 1901. The death-rate was 21.7 per 1,000 as compared with 23.5 per 1,000 in 1901. The following figures will show the comparison of the death-rate in the Chinese and non-Chinese during the past two years:—

	1901	1902
Non-Chinese	20.5 per 1,000	19.0 per 1,000
Chinese	23.77	21.93

GENERAL CHARACTER OF DISEASES  
PREVAILING.

Small-pox.—This disease was much less prevalent than in 1901, 57 cases only being notified during the year as against 91 in 1901. As usual most of these cases occurred in the early part of the year.

Cholera.—For the first time since 1888 cholera was again epidemic in the Colony. During the year, 460 cases were notified; over 300 of these occurred in the second quarter of the year. This disease appears to have been prevalent all over the East, the Philippine Islands especially having suffered. In all likelihood it was introduced to Hongkong from Canton.

Plague.—This disease was much less prevalent than during the previous four years, 573 cases only being notified as compared with 1,651 in 1901. The first cases occurred at Jardine's Bazaar at the East end of the town. A whole block of houses there was vacated and thoroughly disinfected, the rat-runs being filled up, &c. This principle of vacating infected blocks, cleansing them and rendering them rat-free was carried out during the year.

Rats.—Much more active measures were taken to exterminate rats. The number of rat-catchers was considerably increased early in the year and as a result 117,830 rats were destroyed during the year. The number of rats caught during the past three years is as follows:—

1900	46,593
1901	77,763
1902	117,830

Since March a systematic bacteriological examination has been made of all rats caught. The services of three Japanese doctors, versed in this work, were obtained from the Japanese Government for six months and since then work has been carried on by Chinese bacteriological assistants, specially trained by the Government Bacteriologist, who arrived in the Colony at the end of February. The result of the examination is interesting; at first in March only .63 per cent. of the rats caught were infected with plague. At the end of May the percentage of plague-infected rats was 5.6, this rose until the third week in July when it reached 7.8 per cent., since then it gradually fell until November when it was 1.7 per cent. Notwithstanding the fact that from September to the end of the year plague in man had practically ceased, plague-infected rats were still found, the percentage varying from 1.7 per cent. to 1.1 per cent. at the end of the year and then infected rats came from practically every health district in the Colony.

Haffkine's prophylactic.—The whole of the plague staff was inoculated with anti-plague serum and not a single case occurred amongst them. It was impossible, however, to induce Chinese generally to be inoculated.

Enteric Fever.—There were 55 cases as compared with 75 in 1901. These were equally distributed throughout the year, the numbers for the respective quarters being 16, 12, 12, and 15. Five of these were imported cases.

Malarial Fever.—There was a still further reduction in the number of deaths returned as amongst the Chinese from malarial fevers, the figures for the last three years being 933 in 1901, 541 in 1901, and 387 in 1900. Anti-malarial measures, viz., removal of undergrowth, training of nullahs and draining of stagnant pools, were continued during the year.

Beri-beri.—There were more deaths reported from this disease than in previous years, the numbers being 452, as against 277 in 1901 and 381 in 1900.

Dengue.—An extensive outbreak of this disease took place. Some fifty cases occurred in the autumn of the previous year, the disease evidently having been introduced from Singapore. Every section of the community were affected, over 400 cases having been admitted to the Government Civil Hospital alone. The earliest case occurred towards the end of June, it was prevalent in July, more prevalent in August, and commenced to decline in September with the onset of the cool weather, and in October it soon died out. Considerable inconvenience was caused commercially, as many firms employing large numbers of men had great difficulty at the height of the epidemic in obtaining workmen. It is to be hoped that this disease is not going to become endemic.

[Then follow tables showing the distribution over the different months of the year 1902 of the infectious diseases notified, and the relative mortality in the different seasons of the non-Chinese and Chinese populations.]

## GENERAL SANITARY CONDITION.

The sanitary condition of the Colony has been improved of late years, more especially by the provision of open spaces in the rear of buildings, thus doing away with back-to-back houses and introducing more light and ventilation to the Chinese dwellings. Much, however, remains to be done. Professor Simpson and Mr. Osbert Chadwick, C.M.G., arrived in the early part of the year. Their reports conclusively show that overcrowding and many insanitary

dwellings and areas exist. Mr. Chadwick states "I am further of opinion that nothing short of the general resumption of insanitary tenements, and their entire re-construction, will bring about any thorough improvement in the sanitary condition of Hongkong." The Legislature has introduced and passed a new Public Health and Buildings Bill which has consolidated and improved the various existing Public Health and Buildings Ordinances, and it is hoped and expected that this Bill will do much to further the better sanitation of this Colony.

A table of vaccinations shows that 6,475 were performed during the year, 540 at the Government Civil Hospital, 3,973 at Victoria Gaol, 2,6 at the Alice Memorial & Netherlands Hospitals, and the rest by the Tang Wah.

## HONGKONG ELECTRIC CO. LD.

The following is the report of the board of directors to the fourteenth ordinary yearly meeting of shareholders, to be held at the company's offices, No. 4, Queen's Buildings, at 12.30 p.m., on Saturday, 11th July:—

The balance at credit of profit and loss account is \$28,167.11, after deducting directors' fees (\$3,000) there remains the sum of \$25,167.11 available for appropriation, and your directors recommend that this be disposed of as follows:—  
To pay a dividend of 9 per cent.—  
Say 90 cents per share  
on 30,000 fully paid  
shares ... .. \$27,000.00  
Say 45 cents per share  
on 30,000 part paid  
shares ... .. 13,500.00

To write off plant account for depreciation ... .. \$4,741.11  
To write off furniture account for depreciation ... .. 473.00  
To carry forward to next account ... .. 3,453.00

\$79,167.11

The Manager reports that the number of lamps, fans, and motors connected to the Company's supply service on the 1st June was equivalent to upwards of 22,000 lamps of 3 candle-power. 85 are lamps are maintained by the Company and 11 electric lifts are being operated by the power service. During the year a new small alternator set has been brought into operation, a new storage battery for the power service has been erected, and the old battery is being overhauled and repaired.

## DIRECTORS.

Hon. C. S. Sharp having resigned his seat on his departure from the Colony, Mr. A. G. Wood was invited to take his place on the Board. In accordance with the Articles of Association, Messrs. G. H. Medhurst and A. G. Wood retire, but, being eligible, offer themselves for re-election.

## AUDITORS.

The accounts have been audited by Messrs. Gershom Stewart and C. W. May (the latter in place of Mr. J. C. Peter, who is absent from the Colony). These gentlemen offer themselves for re-election.

A. G. WOOD, Chairman.

Hongkong, 20th June, 1903.

The accounts are as follows:—

STATEMENT OF ACCOUNTS  
TO 30th April, 1903.

	\$	c.
CAPITAL—		
30,000 shares each \$10 paid up	300,000.00	
30,000 shares each \$5 paid up	150,000.00	
	450,000.00	
Surplus creditors	6,484.00	
Dividends unclaimed	2,639.53	
Suspense account	1,707.29	
Hongkong and Shanghai Bank	2,905.81	
Balance of profit and loss account	82,167.11	
	\$545,954.74	

## ASSETS.

	\$	c.
Plant, cost of, as per last ac.	315,462.57	
Less amount provided for depreciation	25,402.57	
	\$290,060.00	
Cost of plant since added	44,741.11	
Property, cost of land and buildings as per last ac.	82,211.97	
Less amount provided for depreciation	72,443.86	
Stores and coal, stock of	15,337.58	
Tools, &c., stock of	1,192.10	
Furniture, cost of, as per last ac.	423.00	
Less amount provided for depreciation	143.00	
Cost of furniture since added	373.00	
Insurance—value of unexpired portions of policies	900.00	
Sundry debtors	32,839.93	
Cash with agents	5,360.15	
	\$545,954.74	

## WORKING ACCOUNT.

	\$	c.
Dr.		
To salary and office expenses	6,000.00	
To rent and taxes	2,688.75	
To insurance	2,683.24	
To interest	292.21	
To auditors' fees	200.00	
To amount carried to profit and loss account	80,891.72	
	\$92,232.92	
Cr.		
By net profit on working	92,161.82	
By scrip and transfer fees	55.50	
By bad debts recovered	638.00	
Less provision made for bad debts of the past year	16.40	
	\$92,232.92	

## PROFIT AND LOSS ACCOUNT.

	\$	c.
Dr.		
To amount available for appropriation	82,167.11	
Cr.		
By amount of undivided profit for last year	1,275.39	
By balance of working account brought forward	80,891.72	
	\$82,167.11	

A Mr. Hunt writes as follows to the Field from Salisbury, Rhodesia:—On March 28 last I sat a hen on 12 eggs. All went well until April 9 when a large snake made its way into the sitting-house, and after driving the hen off her nest swallowed the whole of the sitting. I shot the reptile and on opening it up discovered that nine of the eggs were unbroken, so I rinsed them in warm water, and placed them back in the nest. The hen took to them again quite calmly. "This morning I found that the whole of the nine had proved their fertility, and the chickens appear quite healthy, regardless of the shaking the eggs underwent during the death-struggle of the serpent, which proved to be a splendid specimen of what is known locally as the "handed cobra."

## LATE TELEGRAMS.

[VIA SHANGHAI AND JAPAN.]

## THE GERMAN CHINA FLEET.

London, 8th June.

It is announced in Berlin that strong reinforcements are to be sent immediately to the German Fleet in Chinese waters. Several battleships are leaving, likewise cruisers are hurriedly completing. The German Government expect complications.

## SERVIA.

Berlin, 16th June.

There is no doubt whether the Powers will acknowledge Peter Karagorovitch as King of Servia. But a difficult question for the King will be the punishment of the Belgrade murderers. It is, however, expected that the Powers will not interfere in this affair.—O. Lloyd.

## THE GERMAN ELECTIONS.

Berlin, 16th June.

The elections for the Reichstag are showing a considerable increase of the votes of the Socialists, who also captured Bremen, the fifth district of Berlin, and a great number of other cities. The total result is not yet known.

## NEW GERMAN BANK.

Berlin, 16th June.

A new bank has been established in Berlin for China with branches in Calcutta and Hongkong.—O. Lloyd.

## SOMALILAND.

London, 16th June.

Mr. Brodrick, Secretary for War, stated in the House of Commons that General Manning was ordered six weeks ago to concentrate on Bohotle, and he is believed to be doing so.—N.C. Daily News.

## MR. CHAMBERLAIN'S ZOLLVEREIN.

London, 16th June.

Mr. Chamberlain says in a letter that the fear that we shall lose our foreign trade by keeping our hands free to bargain with foreign nations is absurd. The foreign trade of Germany and the United States has increased much more quickly than ours despite Protection, while the cost of living in the United States leaves a much larger margin to the workmen.—N.C. Daily News.

## THE TREATY REVISION NEGOTIATIONS.

Peking, 17th June.

With regard to the transfer of the treaty negotiations to Peking, the English, United States, and Japanese Ministers have strongly opposed it, and therefore the scheme has little prospect of being agreed to by the Powers concerned.—N.C. Daily News.

## AUSTRALIA AND COLOURED LABOUR.

London, 17th June.

A despatch from the Right Hon. Joseph Chamberlain, Secretary of State for the Colonies, dated the 13th of May, has been published, in which Mr. Chamberlain observes that the Crown is bound to the natives of India by the same obligations as to its other subjects, and their exclusion from employment on mail steamers would be a gross defiance of those obligations. Mr. Chamberlain regrets that the Australians should associate themselves so completely from the obligations and policy of the Empire.—N.C. D. N.

## SHARE REPORT.



*(continued)*



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Hongkong, 30th March, 1903. [1937]

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FURNISHED HOUSE, 5, KNOTSFORD  
TERRACE, for Two or Three Months,  
from about middle of July. Use of Tennis Court  
and Ricksha.  
Apply—  
A. A. W.,  
5, Knutsford Terrace, Kowloon.  
Hongkong, 20th June, 1903. [1771]

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Peak.  
One Gentleman required to make up a Mess  
of Four. Tennis Court and Garden.  
Apply—  
A. 17,  
Hongkong, 25th May, 1903. [1529]

## TO LET

TO BE LET FURNISHED.  
For Nine Months.  
66 "IAN MOR" (West), PEAK ROAD.  
Apply to—  
MAJOR TUDOR, R.E.  
or  
HUMPHREYS ESTATE & FIN-  
ANCE COMPANY, LD.  
Hongkong, 18th June, 1903. [1754]

## TO LET

TWO SPACIOUS GODOWNS—Nos. 95  
and 96, PRAYA EAST.  
Apply to—  
H. N. MODY,  
Victoria Buildings.  
Hongkong, 2nd December, 1902. [182]

## TO LET

ONE FIRST-CLASS SPACIOUS  
GODOWN at West Point.  
Apply to—  
"GODOWN,"  
Care of Daily Press Office.  
Hongkong, 16th June, 1903. [1719]

## TO LET

FLATS in MORETON TERRACE,  
CAUSWAY RAY, facing the Polo Ground,  
No. 2, RIFON TERRACE (in FLATS).  
GODOWNS at BOWRINGTON (PRAYA  
EAST).  
HOUSES in LEIGHTON HILL ROAD.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 8th June, 1903. [71]

## TO LET

TO LET—IMMEDIATE POSSESSION.  
No. 15, 17 and 19, SEYMOUR ROAD.  
GROUND FLOOR of No. 49, PEEL  
STREET.  
GODOWN, No. 32A, PRAYA EAST.  
No. 21, SEYMOUR ROAD. Possession  
from 3rd July.  
Apply to—  
COMPRADORE DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 19th June, 1903. [1761]

## TO LET

TWO SPACIOUS NEW GODOWNS,  
very suitable for Dry Goods.  
Apply to—  
W. LYSAGHT,  
153, Wanchai Road.  
Hongkong, 15th April, 1903. [1153]

## TO LET

No. 17, SEYMOUR ROAD or WOOD-  
LANDS WEST to Rent from 15th  
JUNE.  
Apply to—  
E. H.  
Care of Daily Press Office.  
Hongkong, 16th May, 1903. [143]

## TO LET

No. 33, CAINE ROAD. Available from  
1st March.  
"COOMBE," MAGAZINE GAP. Avail-  
able from 1st April.  
Apply—  
Daily Press Office.  
Hongkong, 16th February, 1903. [542]

## TO LET

WOODLANDS VILLA EAST,  
Seymour Road, Six-Roomed Semi-  
detached House. Good View of the Harbour.  
Apply to—  
D'ALMADA & MILLAR,  
16, Des Vaux Road Central.  
Hongkong, 19th May, 1903. [1465]

## TO LET

TWO SUITES OF ROOMS in the Ground  
Floor of the Hongkong Club Annex,  
suitable for Offices.  
Apply to the undersigned.  
C. H. GLACE,  
Secretary,  
Hongkong Club.  
Hongkong, 16th June, 1903. [1757]

## TO LET

A GODOWN, No. 1, MASON'S LANE.  
Rent Moderate.  
Apply to—  
DAVID SASSOON & CO., LD.  
Hongkong, 11th June, 1903. [1688]

## TO LET

FIRST FLOOR, No. 8, QUEEN'S ROAD  
CENTRAL. Suitable for Office.  
Apply to—  
IP LAN CHUEN,  
Care of Mr. A. M. Essabhy,  
Nos. 7 and 9, Zeland Street.  
Hongkong, 11th June, 1903. [1689]

## TO LET

"HARTLEY" and "WESTLEY,"  
UPPER RICHMOND ROAD.  
"STONY BROOK," LOWER RICHMOND  
ROAD.  
Apply to—  
LAU CHU PAK,  
Care of A. S. Watson & Co., LD.  
Hongkong, 2nd June, 1903. [150]

## TO LET

No. 5, STEWART TERRACE, PEAK.  
Furnished, from 5th June to 31st  
August, 1903.  
"WESTBOURNE VILLA," NORTH  
BONHAM ROAD.  
Nos. 11 & 18, BELILIOS TERRACE,  
Newly Painted and Colourwashed.  
"BISNIE VILLA," FORBURN ROAD.  
Land on sea front Kowloon Marine Lot No. 5,  
and admirably suited for the storage of coal.  
For terms and particulars, apply to—  
LINSTEAD & DAVIS.  
Hongkong, 17th June, 1903. [1046]

## TO LET

PRAYA EAST, Spacious Two-storied  
and Single-storied Godowns. Suitable  
for Yarn or Coals.  
Also Land for Coal storage.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 31st March, 1903. [100]

## TO LET

No. 10, SEYMOUR TERRACE.  
No. 12, MOSQUE JUNCTION.  
No. 43, CAINE ROAD.  
Nos. 1, 2 and 3, CORONATION  
TERRACE.  
FOUR-ROOMED HOUSE on Upper  
Levels, fully furnished, for Six Months.  
And others to suit various requirements.  
S. A. SETH.  
Land and Estate Broker.  
Hongkong, 18th June, 1903. [1396]

## TO LET

NOS. 1 & 3, "MAGDALEN TERRACE,"  
Corner houses, MAGAZINE GAP.  
Apply to—  
SPANISH PROCURATION.  
Hongkong, 1st January 1903. [73]

## TO LET

"SAVOY HOUSE,"  
3, LOWER CASTLE ROAD.  
BOARD AND LODGING. Comfortably  
Furnished Rooms. Quiet and Healthy  
Locality.  
Apply to—  
A. SPIELER.  
Hongkong, 1st June, 1903. [1557]

## TO LET

BOARD AND RESIDENCE.  
MRS. GILLANDERS,  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th March, 1903. [915]

## TO LET

"TANG YUEN."  
BOARDING ESTABLISHMENT.  
SUMMER RATES.  
European Supervision. Excellent Cuisine  
and Accommodation.  
Apply—  
MANAGERESS,  
Macdonnell Road;  
or  
FAIRALL & CO., Queen's Road.  
Hongkong, 2nd March, 1903. [681]

## TO LET

BOARD AND RESIDENCE.  
COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1892

## SHOOTING IN THE NAVY.

## THE MEDITERRANEAN FLEET IN 1902.

Mr. Arnold White writes in the *Daily  
Chronicle*—

The Channel Squadron lives in the limelight.  
Its breezy commander is one of the best-known  
men in England, as he is one of our best  
admirals at sea. The Mediterranean Squadron,  
which is the backbone of national defence, is  
rarely heard of. Its annual manoeuvres are  
tardily reported in technical textbooks. The  
average citizen knows little of its history; no-  
thing of its commander, composition, traditions,  
or efficiency. On the gunnery skill of the Medi-  
terranean Squadron depends the existence of the  
British Empire. The whole of our institutions,  
including the Throne, the Indian Empire, the  
Poor Law, the Foreign Office, and Mr. Brod-  
rick's Army Corps of "Specials," depend upon  
the Mediterranean Fleet. It is only when the  
Mediterranean Fleet is sufficient and efficient  
that the country is safe. But the country  
rarely thinks of it. We are too busy  
racing and playing bridge.

On April 28 the Secretary to the Admiralty  
stated that "the Board did not consider it to  
be in the public interest to give detailed par-  
ticulars with respect to the shooting of indi-  
vidual ships, especially in view of the fact that  
similar particulars are not available in the case  
of any foreign Navy." When Mr. Arnold  
Forster made this statement he must have done  
so with his tongue in his cheek, and have  
spoken in a Pickwickian or non-natural sense.  
But a few days had elapsed after Mr. Arnold  
Forster had made this statement when Lord  
Brassey's celebrated *Annual* made its appear-  
ance. On page 404 of that work detailed par-  
ticulars are given "with respect to the shooting  
of individual ships." Furthermore, the exact  
credit due to the *Barfleur*, the *Hood*, the  
*Cracoe*, and the *Ocean* are related. On page  
407 particulars as to the shooting of three ships  
in the American Navy are given; and the  
performance of the French Northern Fleet,  
comprising seven ships, is given on page 406.  
In the *Washington Notes on Naval Progress*,  
1901, pp. 235-239, full details are given of the  
shooting of the English Channel Squadron.  
The present writer has had no difficulty during  
the last few years in obtaining full details as to  
the shooting of the ships of the British Navy.

Having thus shown that information denied  
to the House of Commons is accessible, not  
only to peers of the realm like Lord Brassey,  
but to humble citizens like the writer, and to  
foreigners, as in the case of the American  
*Notes on Naval Progress*, is it not time for the  
Admiralty to abandon the fiction that informa-  
tion as to gunnery is confidential? Publicity  
means emulation, and emulation means good  
shooting.

A broad statement of the results accomplished  
will be interesting. The shooting in the  
Mediterranean Fleet for 1902 shows that  
Admiral Sir Compton Dunsford has raised  
the gunnery efficiency of his squadron by no  
less than 16 per cent. In other words, instead  
of missing the target twice out of three times,  
as has been the custom of the British Navy for  
the last thirteen years, the gunners of the  
Mediterranean Fleet have managed to find the  
target once in every two shots. H.M.S. *Hood*  
appears to be the crack ship of the Fleet, having  
hit seventy-nine times out of a hundred and five  
rounds. The flagship of the Commander-in-  
Chief is high up on the list, with a hundred hits  
out of a hundred and fifty-five rounds, giving a  
percentage of 64.5. The *Formidable*, which  
was unjustly blamed for bad shooting with  
the heavy guns, has done exceedingly well,  
with an average of 62.8. The bad results  
from the turret guns were due to incorrect  
sight. The *Formidable*, although handicapped  
by bad turret guns, did exceedingly well  
with her 6in. guns at a speed of twelve  
knots. The average per gun per minute was  
4.38, and she hit the target sixty-six times out  
of one hundred and five rounds. How sights  
in the Navy are bad cannot be told, but the in-  
justice which has been done to the *Formidable*  
in blaming her for bad shooting, which was  
entirely due to defective material supplied by the  
authorities at home, may also be held accountable  
for bad shooting in other ships. Who is respon-  
sible for the supply of these incorrect sights?

The following are the number of rounds, hits,  
and the shooting merit of twenty of the big  
ships of the Mediterranean Fleet—

Ship.	Rounds.	Hits.	P. Cent.
<i>Hood</i> .....	155	79	72.9
<i>Andromeda</i> .....	171	124	72.5
<i>Barfleur</i> .....	155	109	64.5
<i>Formidable</i> .....	145	90	62.8
<i>Impassable</i> .....	139	87	63.5
<i>Cesar</i> .....	124	71	57.3
<i>Indefatigable</i> .....	124	71	57.3
<i>Invincible</i> .....	124	71	57.3
<i>Victorious</i> .....	112	58	51.7
<i>London</i> .....	115	59	51.3
<i>Republic</i> .....	89	46	51.1
<i>Naiad</i> .....	29	10	34.5
<i>Vengeance</i> .....	134	63	47.1
<i>Illustrious</i> .....	83	42	50.6
<i>Benbow</i> .....	89	42	47.1
<i>Diana</i> .....	43	18	41.8
<i>Ramillies</i> .....	81	33	40.7
<i>Glatia</i> .....	35	11	31.4
<i>Aboukir</i> .....	143	23	16.1

The prize-firing of the Mediterranean  
Squadron required the expenditure of 3,186  
rounds of ammunition, and 1,578 hits were  
made. The figure of merit for the whole fleet  
is, therefore, 50 per cent. The present writer  
has not the complete figures for the China  
Squadron for 1899, but it is believed that the  
Mediterranean shooting for 1902 constitutes a  
record. This record is one of which the nation  
may be proud.

I deeply regret that there is a reverse side  
of the shield even in the Mediterranean Fleet.  
On April 29 the seven battleships, *Vengeance*,  
*London*, *Dulwich*, *Busell*, *Venerable*, *Formi-  
dable*, and *Irresistible*, left Naples for Malta.  
On the afternoon of that day those seven  
ships expended their quiver's allowance of  
practice ammunition. A more disgraceful

waste has never occurred. The fleet com-  
menced to fire at four bells in the afternoon  
watch. By seven bells, that is half-past three  
p.m., it had all gone. The total number of  
rounds fired was 10,000. One gunnery lieuten-  
ant nearly cried. He had spared no pains to  
teach the men to shoot. He had arranged with  
his captain to have two whole days for firing it.  
Instead of that it had to go overboard in one  
hour and a half.

The *Butler*, flagship, out of 10,000 rounds  
got rid of 80 rounds of 12-pounder, 25 rounds  
of 3-pounders, 1,310 rounds of 1-inch, 1,000  
rounds of 45-inch; total 2,416 rounds in 1 1/2 hours.  
I am informed that the Chief of the Staff,  
Captain the Hon. Stanley C. J. Colville, C.V.O.,  
C.B., referred to it "as a wicked and scandalous  
waste of ammunition."

THE POLITICAL ASPECT OF THE  
BAGDAD RAILWAY.

Dr. E. J. Dillon, writing on Foreign Affairs  
in the *May Contemporary*, says—

Although essentially a commercial under-  
taking, the Bagdad Railway scheme is without  
doubt fraught with grave political consequences,  
which ought to be well weighed and effectively  
provided for before the Government of this  
country throws in its lot with the German  
Anatolian Company or encourages British  
capitalists to support the project. Mr. Balfour  
may be quite right in asserting that "what-  
ever course English financiers might take or  
the English Government pursue, sooner or later  
this great undertaking would be embarked on." But  
even were the statement proven, that is not the  
kernel of the matter. The real  
point at issue is whether Great Britain ought  
as a nation to lend her co-operation to the  
scheme, and whether, if she does, she will adopt  
effective measures to acquire such rights of  
control over it as her vital interests imperatively  
call for. And if one may venture to judge the  
future action of the present Government by its  
attitude in the recent past, the conclusion  
to which we are forced is that, unless  
public opinion makes itself heard on the  
subject in accents that cannot be mis-  
taken, the blunders committed in the Far  
East and in Venezuela are almost certain to  
be repeated in Anatolia, Mesopotamia, and the  
Persian Gulf. For the Bagdad Railway  
scheme is, despite its commercial aspect and  
its ostentatious lack of political background,  
neither more nor less than a deliberate attempt  
to divide the Ottoman Empire into two spheres  
of interest, which are destined to be economic  
spheres so long as the Turk holds away there,  
and to be converted into political spheres the  
moment the Empire finally breaks up, and in  
neither case to become British or even  
international spheres. For that reason  
alone, were there none other, our Govern-  
ment cannot afford to be hasty. Hitherto  
Russia has regarded the Turkish dominions  
as her own special preserve to be taken  
over whenever she feels able and willing, the  
Sultan being but the temporary caretaker. The  
Russian Government cannot of course officially  
give utterance to any such doctrine. But it  
has published a significant *exposé* of its views  
on the Bagdad Railway scheme in the organ  
of the Ministry of Finance, stating plainly  
and without reserve that the whole project runs  
diametrically counter to the interests of Russia.  
This declaration and the positive corollaries  
that flow from it are, of course, like the Ameri-  
can Monroe doctrine, merely a theory which no  
foreign State is bound to accept, and which  
Russia must—if she can and will—uphold by  
force. But if there were any probability of  
this coming to pass, the investment of tens  
of millions in opening up the country would  
be much more than a mere blunder. The  
hopeful assumption of the German promoters,  
however, is that Russia's future campaign—for  
they have no doubt that an advance against  
Turkey is merely a question of time—will be  
conducted along the line Kara-Erzurum-  
Sivas, on the one side, and on the Bosphorus on  
the other, keeping almost entirely aloof from  
the Bagdad Railway—Konia, Ereğli, Adana,  
Burdjick, Urfa, Mossul, Bagdad, Koweit. More-  
over the Russians, it is urged, may be dissuaded  
from their purpose of fighting for a southern  
port on the Syrian-Libyan coast. Rhodes or  
one of the southern islands in the Egean Sea  
would—or at any rate ought to—meet their  
needs, they look forward to penetrating sooner  
or later to the south coast of Asia Minor and  
point to Alexandria as their southern outlook  
on the sea. And an attempt at some future  
time to carry out this plan is one of the many  
contingencies to be reckoned with. The German  
promoters, indeed, imagine that they have met  
all the requirements of the case and have avoided  
all cause for complaint by marking off the  
northern half of the Peninsula of Asia Minor  
and the Armenian highlands as Russia's legiti-  
mate sphere, and by keeping their line away  
from that. The southern half being in a certain  
sense a man's land, can, they maintain, be  
opened up, and German commercial and political  
interests created in it.

## WM. POWELL, LD.

## GENTLEMEN'S OUTFITTERS.

28, QUEEN'S ROAD.

THE NEWEST AND BEST OF  
EVERYTHING.

## FAMED FOR SUN HELMETS.

LAMBERT & BUTLER'S  
FRONTIER MIXTURE.

A PIPE TOBACCO.

FRONTIER MIXTURE IS A COMBINATION OF THE CHOICEST  
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A GENTLEMAN'S SMOKE. ASK YOUR DEALER FOR THIS BRAND.

TO BE OBTAINED FROM—

MESSRS. KRUSE &amp; CO.

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BLASTING GELATINE AND GELIGNITE,

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AND ALL BLASTING ACCESSORIES.

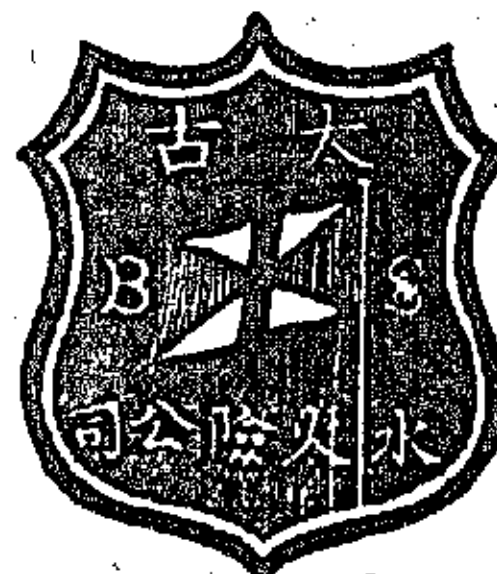
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ROYAL EXCHANGE

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ORIENT

Hongkong, 10th June, 1903.

[1319-2]

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EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace.)

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Sashura Tsutakuro, Yoshitani, Yoshio, Yonokihara, and other Coals.

N. INUZUKA, Manager, Hongkong.

Painkiller  
(PAIN EXPELLER)the seaman's friend, for cholera,  
cramps or chills. It acts like magic.  
Take no substitute.

[1132-3]







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## AND

# CHINA MUTUAL STEAM NAVIGATION CO., LD.

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FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"STENTOR"	On 24th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUGER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
LIVERPOOL, MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.

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FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOREA and YOKOHAMA.

The s.s. "ANTENOR," for Marcellus, London and Antwerp, left Shanghai on the 18th inst. For Foochow and this port.

The s.s. "STENTOR," from Glasgow and Liverpool, left Singapore on the 20th inst., and is due here on the 24th inst.

For Freight, apply to **BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 22nd June, 1903. [10-12]

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, CEBU and ILOILO	"WHAMPOA"	On 22nd June.
SHANGHAI, CEBU and ILOILO	"KAIFONG"	On 23rd June.
SHANGHAI, CEBU and ILOILO	"KALGAN"	On 23rd June.
SHANGHAI, CEBU and ILOILO	"NINGPO"	On 24th June.
CHONGCHING and TIENTSIN	"NANSHANG"	On 4th July.
CHONGCHING and TIENTSIN	"CHINGFU"	On 4th July.
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The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

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For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 22nd June, 1903. [11]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, KOBE and YOKOHAMA	"MARTIN"	About 26th June	Freight or Passage.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA	"CANTON"	About 26th June	Freight or Passage.

For further Particulars, apply to **E. A. HEWETT, Superintendent.**

Hongkong, 16th June, 1903. [1]

## OSAKA SHOSHEN KAISHA.

FOR	STEAMERS	LEAVING
TAMU, VIA SWATOW	"DAIGI MARU"	THURSDAY, 25th June.
TAMU, VIA SWATOW	"DAIJIN MARU"	WEDNESDAY, 1st July.
FOOCHOW, VIA SWATOW	"ANING MARU"	SUNDAY, 28th June.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Yamani to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central, Hongkong, 20th June, 1903.

**T. ARIMA, Manager**

### WING ON STEAMSHIP COMPANY.

**HONGKONG-MACAO LINE.**

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sunday included).

Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:

1st Class	\$1.50
2nd "	0.70
3rd "	0.30

Further Particulars may be obtained at the Office of the **WING ON STEAMSHIP CO.,** No. 42, Bonham Strand West, Hongkong, 16th May, 1903. [146]

### HONGKONG-MACAO LINE.

S.S. "WING CHAI" Captain Samuel Bell Smith.

DAILY Departures from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), 33; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to **SAM WANG & CO., LD.,** 81, Queen's Road Central, Hongkong, 29th April, 1903. [34]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDLAND (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

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The Company's Steamship

"VINDOBONA," Captain Cohol, will be despatched as above on SATURDAY, the 27th inst., P.M.

For information as to Passage and Freight, apply to **SANDER, WIELER & CO.,** Agents, Princes' Building, Hongkong, 19th June, 1903. [13]

**COMPAGNIE DES MESSAGERIES MARITIMES.**

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STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN and BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL and RIVER PLATE.

ON TUESDAY, the 30th June, 1903, at 11 A.M., the Company's Steamship "ANNAM," Captain Girard, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marcellus, and accepted in transit through Marcellus for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 29th June. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

**G. DE CHAMPEAUX, Agent.**

Hongkong, 17th June, 1903. [2]

**THE EAST ASIATIC COMPANY, LIMITED.**

FOR MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS.

"PRINSESSE MARIE," Captain Herantzen, will leave for the above ports on or about the 30th inst.

For Freight or Passage, apply to **MELCHERS & CO.,** Agents.

Hongkong, 20th June, 1903. [1612]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

"BENLOMOND," Captain Mutton, will be despatched as above on or about the 2nd July.

For Freight or Passage, apply to **GIBB, LIVINGSTON & CO.,** Agents.

Hongkong, 11th June, 1903. [1691]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG," 351 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, 33 each way. Meals, \$1 each.

Cargo Freight very moderate.

**CHEUNG ON STEAMBOAT CO., LD.,** No. 128, Cross Street Road Central, Hongkong, 16th June, 1903. [1751]

FOR SAMSHUI, VIA KONGMOON AND KUMCHUK.

THE Steamship

"PAK KONG" will be despatched for the above ports every TUESDAY, THURSDAY and SATURDAY, at 5 P.M. Ample accommodation for European Passengers.

For Freight or Passage apply on board, or to **KWONG WAM STEAMBOAT CO., LD.,** 15 and 16, Cross Street, West, Hongkong, 6th May, 1903. [135]

NATAL LINE OF STEAMERS.

THE Underlying General AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION Co.'s fortnightly service between CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to **DODWELL & CO., LIMITED,** General Agents for China and Japan, 41, Market Street, Hongkong, 4th August, 1902. [8]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PERKIN," FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT, Superintendent.**

Hongkong, 19th June, 1903. [1]

## NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BAILLAARAT," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—From London, &c., via Australia. From Australia, &c., via Oriental. From Persian Gulf, via B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT, Superintendent.**

Hongkong, 18th June, 1903. [12]

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PROMETHEUS" are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 24th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before the 1st July, or they will not be recognised.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE, Agents.**

Hongkong, 17th June, 1903. [10-12]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN," OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Firearms, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 22nd June, at 9.30 A.M.

All Claims must reach us before the 18th June, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

**NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents.**

Hongkong, 16th June, 1903. [5]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"AMBRIA," Captain Duckstein, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TO-DAY, the 15th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.**

Hongkong, 15th June, 1903. [1722]

GENERAL AVERAGE PER SWEDISH S.S. "VICTORIA,"

ON FIRE IN SINGAPORE ON JANUARY 7TH 1903.

CONSIGNEES and Underwriters are hereby notified that Claims for short delivered and/or damaged Cargo must be presented to the undersigned before 1st JULY, 1903, or they will not be allowed.

**SANDER, WIELER & CO., Agents.**

Hongkong, 1st June, 1903. [1592]

THE POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.

LECTURE BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents. Hongkong, 20th April, 1901. [1720]

DAVID CORSAIR & SON MERCHANT NAVY NAVY BOILED LONG FLAT RELIANCE CROWN TARPAILING ARNOLD, KARBERG & CO. Sole Agents

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN, 27, DES VAUX ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 10th March, 1903. [760]

Benger's Food

For INFANTS, INVALIDS, and the AGED.

The Lancet describes it as "Mr. Benger's admirable preparation."

The British Medical Journal says: "Benger's Food has by excellence established a reputation of its own."

No further testimony is necessary.

**BENGER'S FOOD is sold in Tins by Chemists, &c., everywhere.**

[60-1]

CLEANSE YOUR BLOOD

WITH GRIMAUD & CO'S SARSAPARILLA!

For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

**GRIMAUD & CO**

8, rue Vivienne, PARIS (France)

Sold by all dealers.

[132-1]

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

**DINNEFORD'S MAGNESIA**

Relief and most Gentle Medicine for Infants, Children, Delicate Females, and the Sick of Pregnancy.

EXQUISITE IN FLAVOR.

Highly concentrated, perfect in solubility, hence the most nourishing and easily digested.

**van Houten's Cocoa**

is a perfect beverage, light and delicate, invigorating and sustaining. It is easy to make, and cheaper in use than any other.

**Best & goes farthest.**

[2417-8]

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 8,000 h.p., Comdr. E. E. Erskine, at Weihaiwei.

Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jernam, at Yokohama.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, on Yangtze.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., at Weihaiwei.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Weihaiwei.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Weihaiwei.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. F. M. Leake, at Weihaiwei.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, at Weihaiwei.

Cressy, cruiser, 12,000 tons, 14 guns, 31,000 h.p., Capt. Henry M. T. Tudor, at Weihaiwei.

Eolips, cruiser, 5,600 tons, 11 guns, Captain Stokes, at Weihaiwei.

Epigone, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, at Weihaiwei.

Fame, torpedo-boat destroyer, 350 tons, 6 guns, 4,700 h.p., in reserve.

Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, at Weihaiwei.

Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, at Weihaiwei.

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. H. Henderson, C.M.G., at Weihaiwei.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Humbar, storeship, 1,640 tons, Comdr. John D. Daintree, at Weihaiwei.

Janus, torpedo-boat destroyer, 230 tons, 6 guns, 3,000 h.p., Lieut.-Comdr. Cyril Assor, at Weihaiwei.

Kinshas, river gunboat, 331 tons, Lieut.-Comdr. G. B. Fowell, on Yangtze.

Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. G. Webster, Canton.

Matina, sloop, 980 tons, 10 guns, Comdr. C. W. M. Plenderleath, on Yangtze.

Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain Richard W. White, at Weihaiwei.

Otter, torpedo-boat destroyer, 350 tons, Lieut.-Comdr. G. C. Coddington, at Weihaiwei.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Weihaiwei.

Rambling, surveying ship, 383 tons, Capt. Morris H. Smith, Shanghai.

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. St. Aubyn Wake, at Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. John P. Irwin, at Hongkong.

Rosario, sloop, 980 tons, 6 guns, 11,400 h.p., Comdr. A. W. Hamilton, on Yangtze.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Murray MacG. Lockhart, on West River.

Saige, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Yangtze.

Taku, torpedo-boat



